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If our friends who favor us with manus blication wish to have rejected articles returned with must in all cases send stamps for that purpose.

The Revision of the Tariff.

tariff law much worse than the final fraft of the Payne-Aldrich law would be ocepted with gratitude and relief by mmercial and manufacturing inests of the country if it carried with t definite assurances that no further ritation of the subject need be expected or ten or a dozen years. Business ould adjust itself to the new schedules. ind with the prospect of non-interferhe members of the manufacture members of the manufacturing and trading community would make the best of the situation created.

But will the new measure satisfy the lass from which the demand for "downvard revision" has come? That demand has been made by the "ultimate con-What will be his verdict on the new schedules a year after they have Sone into effect? The answer is not difficult. If there is no reduction in the cost of living his complaints will be renewed and another period of agitation

Yet there is no apparent effort on the part of the Democratic party to take advantage of the wonderful opportunity offered to it in this bill. Perhaps its incapacity to act intelligently may be of material aid to the Republican party in the effort that will now be made to heal the wounds inflicted on its organization since Congress met in special session.

Doubts in the Mississippi Valley.

Think of a newspaper published in New Orleans beginning to doubt the celestial wisdom of the plans according to which the Panama Canal is to be built! We refer to the esteemed Picarune, which only a few months ago was affectionately bickering with Charleston. Mobile and so on over the trade that would soon be pouring through the Roosevelt locks and flooding us with its immeasurable opulence. If we mistake not, the New Orleans folk at this moment are preparing for a great exposition to celebrate the completion of condition precedent to the filing of the the locks and to appropriate at least certificate, and that is that it shall bear a majority of the commerce they are the written approval of the State Board

But the Picayune has had a second thought. It has seen a light to the effect of the hospital corporation shall be that the Roosevelt locks will cost more than a sea level channel would, and worst of all, it is not quite certain that Metropolitan Life Insurance Company the locks are practicable at any price. The dilemma is almost heartrending. Even the cocksure jubilation of the Pro gressive Union does not mitigate it.

Does this horrid apprehension, we wonder, penetrate the valley of the Mississippi-reach to St. Louis, Peoria, Min- very doubtful. It is probable that the meapolis, Kansas City and Omaha, all of Legislature may be found ready and which points have been asked to par- willing to alter the existing laws so as ticipate in the roaring traffic soon to to permit the scheme to be carried into be released by the completed Panama effect; but in their present form the Canal, and incidentally prompted to statutes hardly seem to warrant such howl for the \$50,000,000 deep waterways an extension of the insurance business. project? What an embarrassing situation it would create if the whole valley should begin to question the super- which may be held by an insurance corhuman integrity of the Roosevelt locks poration transacting business in this and to ask questions which only Om- State. Generally speaking, the lands miscience—original or delegated—can which may be possessed by an insur- no longer be relied upon for guidance answer with authority!

We think we can give the esteemed postpone that exposition for a year or which it stands; (2) such real property time of the year, but so it is with our

tute." How easily and how naturally fraudulent schemes adapt themselves to the bought in under mortgages conveyed fish served in Jacksonville and de-Civil Service Commission and make it in satisfaction of debts and purchased claring with distinctly dangerous energy the basis of their imprudent pretensions at sales upon judgments or acquired that persons hankering for sea food is an old story which has just received in some similar manner. a new illustration in Washington. The collapse of the "American Civil Service Institute" and the arrest of two of its promoters and representatives is the latest episode in a long list of humbugs and ambushes set for the unwary, and pital under those provisions of the inprompted in all cases by the central, overshadowing farce.

The ostensible object of the "instipose, of course, was to extort money the multitude an easy loophole through approval of the Superintendent of Inwhich to reach the desired consummation. Luxurious offices were opened in the name of the institute, a large correspondence became general and the

perverted appetite has been greatly the cost.

It is the solemn and portentous front set up by the Civil Service Commission. its supposed array of selected genius, and the buckram terrors inspired by its \$1,200 or \$1,800 per annum examiners and raters, that alarm the candidate in the position of contributors. Howfor slow emasculation. Everybody only in private. And so it happens that the innocent recoil from its asperities, and the calculating seek a short cut to the list of certified mediocrity. Almost any one could have given these victims an insight into the "methods" of obtaining a Government position. Certainly almost any one versed in Washington life could have done so, and at rates reduced to nothing; but the gull must have his way, and the born sucker was created for purposes of contribution to the frugal. This particular "institute" has been discovered and eradicated, it appears, but others will follow after. In the fertile soil that nourishes the rank weed we know as the commission there is sustenance for a thousand parasites.

Insurance Company Hospitals.

The business of life insurance is of such widespread importance and concerns such a vast number of persons throughout the country that much inof the Metropolitan Life Insurance Company of this city to establish a free tuberculosis hospital for its policyholders. To all persons of huma impulses such a project naturally appeals. On the other hand, it opens up possibilities of extension and development that are quite serious to contemplate. There are many other diseases besides tuberculosis which afflict insured persons and figure largely in insurance mortality statistics. If a hospital may be established and maintained out of the funds of a life insurance company for its policyholders who are suffering from tuberculosis, what argument is there against the establishment and maintenance of a hospital for

pneumonia patients or a typhoid fever

hospital? The laws of New York do not contem plate the existence of any hospitals except such as are carried on under governmental agencies or by the pri vate hospital corporations organized under the statute known as the member ship corporations law. This law pro vides that five or more persons may become a corporation for the purpose of erecting, establishing or maintaining a hospital, infirmary, dispensary or home for invalids, aged or indigent persons by making and filing a certificate in a prescribed form. The number of directors must be not less than three nor more than forty-eight; and if the corporators so desire they may specify in the certificate the particular school or theory of medical or surgical treatment which shall be observed in the institution and the system of medical practice or treatment to be used or applied there-

in. The statute imposes an important Supreme Court of the district in which the principal office or place of business located. Now, as we understand it, what the

desires to do is to build and carry on a tuberculosis hospital by virtue of its powers as an insurance corporation, wholly independent of the provisions of the membership corporations law. Whether this may legally be done seems

The insurance law contains certain restrictions as to the real property lows: (1) The building in which it has of Charleston should do anything cal-Picagune at least one hint. We should its principal office and the land upon culated to raise the temperature at this The "American Civil Service Insti- its business; (3) such as shall have been for tying up a dog overnight on Sulli-

It is the idea of the officers of the Metropolitan Life Insurance Company to formaldehyde and ice for its preserthat they may be permitted to buy a vation. tract of land in the Catskills to be used for the purpose of a tuberculosis hossurance law which allow an insurance corporation to acquire such real property "as shall be requisite for its contute was to instruct applicants in the venient accommodation in the transmethods necessary to obtain Federal action of its business." Acting upon civil service positions. Its real purthis assumption they have applied to Pontchartrain and drove the sea fish, the State Superintendent of Insurance the pompano, the Spanish mackerel, the from the credulous and gullible. By for a certificate of approval under a creating an extravagant idea of the ter- further provision of the insurance law rors and difficulties attendant upon the which provides that no real property processes of the official establishment shall be acquired by any domestic life it was a simple enough matter to offer to insurance corporation except with the

surance. Mr. HOTCHKISS, the new superintendent, who was appointed last winter clerical force was engaged, and then by Governor Hughes to succeed Mr. Toine's, after sipping their Rouffignacs OTTO KELSEY, now has the application at Kountze's, went to their favorite flow of money was set in motion. It under advisement. He is a capable restaurants and ordered the Mobile may seem incredible that so many people lawyer who before his appointment had and Pensacola products? Not much! of both sexes hunger for the beggariy the advantage of considerable judicial They contented themselves with bisques perch upon a Government three-legged experience in the office of referee in and Mississippi River shrimps, poulet stool and the exhilarating occupation bankruptcy at Buffalo; and it is cer- de grain Bordelaise, &c., and let the sea of addressing and sticking envelopes or tain that he will give the matter the food pass, awaiting happier days. copying somebody else's thoughts on careful consideration which it deserves. public stationery. It is true negerthe- In the argument before him reference even in those times, and so, for that

less, that such persons exist in large was made to the fact that several manu numbers, and it is evident that their facturing corporations and railroad companies maintained hospitals for the spending many dollars and much time service. These precedents, of course, for the promise of a reality which they are valuable and in point if such hospiare valuable and in point if such hospimight have secured directly at half tals have been maintained directly by the manufacturing and railroad corporations as such; but we are under the impression that some of them at least are carried on by separate hospital corporations to which the manufacturing concerns and railroads stand merely ever this may be, it is plain that the about the temple of sapience keeps a fundamental legal question standing straight face. They wink at each other back of all others is whether the property of a life insurance company may under any circumstances be devoted legiti-

mately to hospital purposes There is no doubt that the Legislature might permit such an appropriation of insurance funds in the future; whether it has already done so by the enactment of existing laws is a question which Mr. HOTCHKISS will have to determine.

More Evidence for the Metchnikoff Theory.

Dr. DISTASO, who is an assistant professor in the Pasteur Institute of Paris, has been conducting a series of investigations at St. Mary's Hospital in London for the purpose of ascertaining whether the method of warding off old age suggested by Professor METCHNI-KOFF is a sound one. The Russian physiologist, it will be recalled, was led by observations and experiments to evolve the hypothesis that the large intestine is the breeding place of most of the germs harmful, to the human body terest has been excited by the proposal and that in a person whose large intestine should have been removed by operation, the beneficial germs remaining would greatly outnumber the hurtful ones, and would have the effect of stav-

ing off old age. The outcome of the investigations instituted by Dr. DISTASO is set forth in the London Mail. The germs found in a large number of patients whose large intestines had been removed were compared with the germs found in normal individuals, and the result was so convincing that it was expressed in the following averment; "Every child should have its large intestine and its appendix removed when it is 2 or 3 years old." Dr. DISTASO takes with him on his return to Paris for further study at the Pasteur Institute two persons who were practically bedridden before the operation was performed four years ago, but who are now in robust health and who have each gained about two stone (twentyeight pounds) in weight. It is true that although in every case the patients experimented upon enjoyed afterward greatly improved health a number of new germs have appeared. These are thought to be harmless, if not beneficial, but a more exhaustive study of their action is to be pursued.

Commenting on the result of his inquiries in the English hospital to a repreentative of the London Mail, Dr. Dis-TASO said that his experiments had proved that we would all of us be better off without a lower intestine, which in his judgment is nothing more or less than an ideal breeding ground for disease germs. As examples of maladies thus germinated he cited chronic heart ase, hardening of the arteries and most kinds of headaches. For those who diet: A very little meat at one meal a day only. Plenty of green vegetables at each of the three meals, and water in abundance throughout the day. No tea, coffee or spirits. A little diluted wine, however, may be taken at meals if desired.

It seems that, according to METCH-NIKOFF, eggs are absolutely dangerous. considered as food. Explaining this dictum, Dr. DISTASO says that "an egg gaso undergoes the same decomposition in the intestines as it does outside the body, and in the intestines forms an excellent breeding place for germs."

Sea Food.

Our old friend the Charleston News and Courier is lecturing the world in general and Jacksonville, Fla., in particular on the importance of perfectly fresh sea food and the malign consequences of treating it with preservatives so that one's sense of smell can ance company may be classified as fol- We know of no reason why any resident as shall be requisite for its convenient excellent neighbor. A man was severely accommodation in the transaction of punished in that town a few days ago acquired for the accommodation of its van's Island, yet the News and Courier business, and (4) lands which have been is heating itself over the condition of must come to Charleston to get it fresh from the water, and never, never trust

But it's an old story and nothing to get heated about. Away back in 1874, when the Bonnet Carré levee, twenty miles above New Orleans, collapsed and let the Mississippi River or most of it run through the crevasse into "Lake" Pontchartrain, what happened? A vast volume of fresh yellow water poured into sheepshead and the others, away from their accustomed haunts near the cityaway from the Rigolets, from Chef Menteur and all that neighborhood. Pompano and the like had to be brought from Mobile and Pensacola in midsummer by transportation halting and uncer-

tain. Did it follow that the habitues of MOREAU'S, Madame Eugene's and An-They knew something about sea food

back. But why particularly Charleston though, indeed, it is a pleasant place stimulated by the prospect of employ- benefit of their employees who may be (in January); why not Savannah also? ing one humbug to evade another, and injured or become ill while in their Do we not know the great white way to Thunderbolt, with its long, lazy lagoons, its wind swept marches and its celestial shrimps and crabs and whiting?

Tut, tut; likewise, go to! There is much, however, in what the News and Courier says about sea food and the peril of the preservatives in which it is immersed for our delectation. This is a parlous season of the year, and better corn beef hash and safety withal; better the banquets of Professor WILEY's pink brigade than the alluring bluefish with its secret load of chemicals Still, we might as well keep cool while pondering it all.

An Ohio convict is to be taken from prison to repair and retouch several paintngs in the State Capitol. In too many cases the public has felt that the artists should have been taken from public buildings to prison after their work had been

Delaware grieves because the "cantaloupe seed" he planted this fall has produced only cucumbers. Yet a single good cucumber is more valuable than a crate some of the flavorless and inedible things that masquerade under the name

HEATHEN PREFERRED.

ns of a Disbeliever in Christian Orientals.

TO THE EDITOR OF THE SUNorn in Shanghai, China, and have travelled wely in the East, I have never yet comacross a truly Christian Chinaman. I have, how ever, had frequent experiences with so-called Christian East Indians. When I first went out to Burma some twenty-five years ago my uncle rather facetiously gave me for a "boy," or body servant, a Madrasse who was deaf and couldn't speak a word of English. This was disconcert-ing, but it made me learn the language quicker ing, but it made me learn the many than I otherwise would have done. This "boy," I discovered, professed to be a Christian, and in that capacity on a contrartwise principle though it right to lie to me prodigiously. He would over sway, for on my reaching home one day I found away, for on my reaching nome one day I found a piece of paper in one of my albums, on which was written in Hindustanee "May the Lord have mercy on your soul!" As I wasn't taking any earthly chances I promptly discharged him.

On another occasion, and this is more to the point, I saw my uncle thrashing his coachman.

point, I saw my uncle thrashing his coachman, also a professed Christian. I inquired the reason. "The beggar's getting a darned sight too fond of my wife!" was the answer. "Now he'll stop it for two or three months." In the end my relative, who was a barrister in high standing, declined to have a servant in his household who had not committed some crime in the calendar. He said they were a complete protection to him, and he was right. In fact, we always fought thy of a so-called Christianized native. We much id take extre

laundryman. Did he go to Sunday nool? A nod. "Nices young lader" I had smile. "Are you a Christian?" A Celestia ile on his side and a soft and sly "Notes yet!" No: and he never will be actually, not if he snips his queue a hundred times. To any one ac-quainted with the Eastern temperament it seems shame that young girls should be asked in the uptown churches, as they are, to become teachers

Opportunities Abroad.

It is said that no other part of Germany offe a better market for American goods than does th kingdom of Saxony, with its population of near's 5,000,000. Its five principal cities are Dresder Leipsic, Chemnitz, Plauen and Zwickau. Ninet sented in Saxony, where about 700,000 fac are unwilling to part with their large intestine but desire to live as long as possible Dr. Distaso recommended the

paring to take part in the 1910 exhibit

Buenos Ayres.
Colombians would buy American typewrite desks, safes, money boxes, safety deposit vauits adding machines, filing cabinets and other office Uruguay will admit free of duty for a period of ten years machinery, implements and ma-terials for the prospecting and exploitation of mines and the installation of metallurgical works.

Applications must be made to the Exc lene, fence wire, machinery and tools for roads, agriculture, mining and industries generally, live animals, seeds, forage, cart wheels barness, coffee sacks, iron tires for wheels, motor ning rods, live plants, machines and material o iron for railroads and tramways, instruments fo arts and industries, printed books, and lumbe (Atlantic coast only until saw mills are estab mon cloth, fine prints, and battstess is reduced 20 per cent. for one year. Examination of the iron deposits in Minas Geraes, Brasil. shows nearly 6,000,000,000 tons of

in situations permitting easy working and eco-nomical handling. Loose high grade ore also

How Many Pines a Dav? TO THE EDITOR OF THE SUN-Sir: My wife

asked me this morning how many pipes a man smoked during the day. I fancied there was something secretively personal about this query, on I tried to tot up the amount necessary to the comfort of an ordinary man in good health.

After breakfast, while reading your morning paper faithfully, I put the number at three Then a farewell whift or two before going down m, and one on the walk to the statio an hour's interval must now elapse, as for sor occult reason there are no smoking cars on t occult reason there are no smoking cars on the subway. From the subway to your office one more pipe is sufficient. At this comparatively early hour you can smoke a pipe in the street without being taken for a "bloomia", &c., Englishman." Cigars being en right during business hours, except in newspaper offices, a couple of weeds may be smoked in the morning and two more in the afternoon, but these don't count. After luncheon the negligee surroundings excuse another pipe, and after office hours comes again the pipe to the subway and from the subway home. Then after dinner—well, I give it up; not nome. Then after dinner—well, I give it up; not the pipe, but the calculation. Therefore in an-twer to my wife's query I said "Hundreds." She rew up her hands, gave a snift and left the room hereupon I lit another (extra) pipe. It's all very well for Calverly to have written:

Sweet, when the dawn is gray; Sweet, when they've o Lunch; at the close of day

but the sweet less of a pipe is very much mor Possible Refuge for "Forgetful."

TO THE EDITOR OF THE SUN-Sir; I canno

why he should wish to do so; but if he has any

ing of importance that he wants to be sure no

to forget, let him write it on a piece of paper and put the memorandum in one of his front trousers sets. This is assuming that "Forgetful" is

DANBURY, Conn., July 31.

A Certainty. Knicker-Think a five foot shelf would educat Bocker-No, but it would hold a good lot of jam

In the Future.

micker-I know you've been in a cloud

Direct Appeal to the Comm of the Men in Congress. TO THE EDITOR OF THE SUN-Sir: After due consideration of the views of some of

ading engineers of this country rerecent contributions to "The garding the recent contributions to "The Battle of the Levels, "I hesitatingly agree with their conclusions that the next sten

OPEN LETTER TO THE SENATORS AND REPRE-SENTATIVES IN CONGRESS OF THE UNITED STATES OF AMERICA.

GENTLEMEN: For many weeks past you have seen that "The Battle of the Levels has been not a battle, but an unopposed march of the triumphant logic and con lusive demonstration of the sea level cana ginning there was the semblance of a con troversy, the lock system having for its defenders certain army officers apparently impelled by a sense of duty if not by direc orders, a member of the recent whitewast board, and a technical editor entirely de void of practical experience.

Now there is no lock advocacy. Human ity is so constituted that while abstrac reasoning may eventually prevail, logic is freeistible when supported by almight nature in her constant, decisive and sweet ing proofs that the premises of the lock ad vocates are one and all untenable. Logic must prevail when in addition our splendid corps of army engineers has in the actual test of doing the work shown that the estimates of the minority board for under water rock excavation were four times too high: that the speed of excavation for day work only, with present equipment, is three times as fast as represented by the minority beard, and that the plans of the minority board for each and every one of the specific features of their lock system were utterly driven to silence before the piercing evidence of the array of indisputable facts whose only answer is 300 foot sea level.

about it? George Washington Goethals, the princ of executives, like all men who get results. of his devotion, and the sight of his own results, the fills that wouldn't stand, the dams that couldn't compress the clay, the direful history of earthquakes, and the rushing flow through the fissures underlying the proposed lake, is said to have convinced him hat further experiments are unjustifiable that what is wanted is a serviceable canal mmune from the hostile forces of man or nature, that shall render uninterruptible service until the end of time "But," some will say, "Mr. Taft is for the

lock system, and I am firm for whatever he wants." True enough six months ago Mr. Taft did accept the report of the whitewash board that was forced on him, and favored the lock type with all the fervency of his great spirit. But to say that to-day, now, he still favors the lock system is an insult to his intelligence. Since his advocacy of the system he has read the published reports of Major Sibert's indisputable deductions from the fissure flow; he has read the fatal earthquake record of the isthmus that in these months has been published; he has seen the railway fill, the only basis of hope for Gatun, slip away; he has seen the Necaya disaster. Furthermore, Mr. Taft unquesbe moved, the outside cost of less than the based on day and night work, during his first term, these conclusions being indersed by the greatest names in the engineering

profession Gentlemen, it is now unthinkable that Mr. Taft personally favors any but the 300 foot sea level canal.

In the recent discussion between Senators Kittridge, Foraker, Teller and Beveridge it was shown that the Senate is practically unanimous for sea level. It is hardly conceivable that the House would favor other than the one type that insures everlasting limitless traffic and can be built on favorable terms with the lock system, which is now hopeless at Panama.

One who has followed the inner workings of the canal project from its inception assures me that before now the Administration would have come out for sea level but for fear of the Spooner act, and that the bugbear of the proposition has been the authority to spend only \$130,000,000. That the Administration is and has been haunted by the fear that if the question were brought up the whole project would be killed by the railroad interests." I do not for a moment believe that there is the slightest basis for this fear. Some years ago there certainly were some who thought that the Panama Canal was an unnecessary expense; but that the canal could even be a rival of any other than the British owned and operated Tehuantepec road, or that it could have any other effect than increasing the traffic of our transcontinental lines through the great upbuilding of the Pacific coast, is not to be considered.

Transportation facilities make trade, and trade spreads prosperity to even the furthermost sections of our Rocky Mountain States. There is probably no one who now will dispute the beneficial national effects of the canal, and the infinitely greater benefits to the country from the necessary expenditures than the huge annual sums now required for prospective defence under present international relations. We are committed as a nation to the Panama Canal. and our national honor is involved in its successful completion.

No thinking man can now hope for the completion of a successful lock canal at Panama, at any cost whatever. The lock plan for Panama is in its own workings up to date a demonstrated outrage on engineering, which is only applied common sense. That this is true is shown by the fact that those to whom appeals for categorical answers to common sense questions have been made have failed to respond.

The change to sea level is inevitable. If the adoption of sea level is delayed for another year until, nature gives further indisputable evidence in the case, the change will then be made under circumstances that will involve the loss of the last shreds of reputation of every one of the minority and whitewash engineers, and the political funeral of the powers that have sustained the lock system.

Furthermore, each single day's delay means the dead loss, the absolute waste

THE BATTLE OF THE LEVELS. of \$50,000 good money that is being spen on the lock and dam features that are de tined to be abandoned. Are our revenue so excessive, gentlemen, and are the need for public improvements in your own States so few that you can contemplate this waste with satisfaction?

> You are asked to authorize a bond iss for the canal in a form that would be as adroit sidestepping of the Speener act Would it not be better frankly to take the bull by the horns and pass a regular joint or concurrent resolution authorizing the issue of the bonds from time to time as required by canal construction-provided that the proceeds of these bonds be applied to the construction of the type of canal that has the approbation of the majority of suitably constituted board of engineers?

This is the logical step for the most august egislative body on earth. Who is the man, who are the men among you who will rise to this occasion and take the action that will result in an assurance to the taxpavers of the nation that their money is being wisely expended, and shall save our nation from the ridicule of the world, which in another year would be inevitable? HENRY G. GRANGER.

NEW YORK, July 31.

EARLY RAILROAD DAYS. neidents on a Coal Road in the Six-

lustration of the conditions which applied to and surrounded railroading in neral and the Lackswanns in particular be it known that the coal train upon which Mr. Merrifield made his initial entry into what was to become his life's work was ninus the luxury of a caboose, and that in cold and exposure, and would probably have succumbed had it not been for his soldier's overcost which protected him on the rear end many a night as the train passed along Martin's Creek, Nicholson and

Mr. Merrifield says that the passenger equipment was in keeping with the no ca-boose coal trains. Air brakes were unheard use. The brake beams were of wood, as pleasant habit of becoming ignited from too constant use in coming down the Poconos, which rendered it necessary for the train rew to keep water cups constantly on hand, thich were employed when the train stopped at stations in extinguishing the flames. If the train happened to be pulled by a wood ourning locomotive the train crew was com-celled to assist in "wooding up" at the diferent wood piles along the line, and if a burner the two brakemen when they arrived at Hampton Junction would "just on "jimmie" of lump coal over the back of

that station. along the middle of the afternoon, and after the engine had been backed into the roundhouse it was the duty of one of the brakemen to accour the running gear and machinery below the footboard and polish it the following morning before leaving time.

machinery below the footboard and polish it the following morning before leaving time.

In speaking of the locomotives of his train Mr. Merrifield says they were brass trimmed, including brass on the cylinders and brass bands around the boiler jacket, and that when they backed down to the station to couple up to the train they were the showiest and prettiest things imaginable. The names of the locomotives that pulled the mail train in 1968 were the Colonel Scranton and the William E. Dodge. The Moses Taylor and John J. Phelps pulled the night line. Sam Dotteser was engineer on the Colonel Scranton, and Hy Adams on the William E. Dodge.

On September 6, 1989, Superintendent afterward general manager) William F. Hallstead promoted Mr. Merrifield to conductor and placed him in charge of a coal train running between Great Bend and Scranton. As in 1865 there was no caboose, and one extremely cold night in January, 1870, in order to avoid freezing he statted a wood fire on the top of a loaded coal Jimmie, which, fanned by the motion of the train and the crisp atmosphere soon got beyond control, igniting the coal, and in order to save the balance of the train the burning car was cut out and sidetracked, where it was soon consumed.

Mr. Merrifield says that he fully expected Superintendent Hallstead would summarily hand him his walking papers upon his arrival at Scranton the next morning, and that the least he looked for other than discharge was the deduction from his pay of the value of the car and cargo. To his infinite surprise and satisfaction, however, the Old Man listened intently to the conductor's decidedly eloquent verbal report of the trained the conductor's decidedly eloquent verbal report of the trained the surprised as mile and re-

At this time all the company's cars and

couple up after the cars had come together, as the coal jimmies all had a hook at one end and a three link at the other, thus allowing a slack of six inches to a foot between each car. In running up Martin's Creek through Nicholson to Great Bend it often happened that the following train would run up against the caboose of the train ahead and assist up the grade. At other times the engineer would delight in blowing his whistle in derision of the weak pulling power of the locomotive of the head train, whereupon the conductor or brakeman of the head section would judiciously distribute a little oil on the rail, in which event it was a clear case of laugh last, as by the time the playful engineer had succeeded in getting up steam after the slide the head train was out of sight and hearing. Few of the present generation of railroad men have ever seen a coal jimmie, much less operated one. Of five tens capacity, these ministure cars were equipped with side brakes of the ratchet order, with a running board along the side to stand on. To set the brakes it was necessary for the trainman to drop the lever and stand on the extreme end of it with both feet, exercising the full weight of the body, the brake shoes applying to the top instead of to either side of the wheels: and in this performance an experienced man could set 'em up' from two to four notches higher than the beginner, who, unless he was extremely careful, was liable to meet with disaster or worse on account of the frequent tendency of the lever to fly out of the ratchet, to the detriment of shin bones and ankles.

It was the prevailing custom in the egrity '70s for coal trainmen to report to the Great Bend roundhouse two hours before leaving time, take the engine from the head man would take the engine from the head man would take the engine to the roundhouse, look after the ooal, water, &c., after which he would assist in making up the train to return at the north end of the yard. In speaking of the making up of trains in the Scranton yard Mr. Merrifield sa

Our Stage Censors.

To THE EDITOR OF THE SUN—Sie: Your story seaded "To Clean Up the Stage" indicates a dethan the poor censor ridden Britons. The latter are dependent on the good sense of an amiable islander who has adroitly managed to become the laughing stock of the whole world, at least a inique achievement. But pity the poor New Yorkers! Our theatrical bill of fare seems to be more than ever subject to the indiscretion of

policemen.

I humbly suggest that it would take "a very long stretch" indeed of a policeman's imagination to discern poetry and art in anything but the demned performance, but I shall imm do so. Anything that a New York policema condemns as immoral must have real artistic merit. I have noticed that when a stupid man sees something beyond his comprehension. "im-moral" is the only epithet he can find for it. The joke of it all is that this country above all others is pledged to everything in direct an

THE CANADIAN PATRIOT. ragiand's Unseen but Potent Hand

To THE EDITOR OF THE SUN-Sir: So many of the excellent Americans who are finding their way into Canada come here with exaggerated notions of the authority of English government in Canada, that the itter absence of outward and visible authority, other than Canadian, actually em f supposing Canada to be an indepen Samuel Thorn, native of New fork State, resident of Alberta, Canada No. Mr. Thorn, Canada is not "an independent nation, owing allegiance to an country under heaven." Canada really is a clony of Great Britain, but a self-governing colony, and as such has a very generous control of her own affairs. Complete powers of taxation and expenditure are ested in the Canadian Parliament and Legislatures, and it is only by authority of Canadian Parliament and Legislature hat taxes can be imposed and moneys expended; Canada has complete autonomin the making of all laws relating to her self; and even in the matter of treaty making self and even in the matter making she has the right to representation where Canadian interests are at issue. Still Canada is not an independent nation.

The declaration of England's sovereign suthority lies in the provision of the Canadian Constitution which requires that every act passed by the Parliament of Canada shall be submitted by the Governor-General to the King in Council. It is true that in practice the Imperial authorities never interfers in purely Canadian legislation—indeed it would be considered unconstitutional for that Imperial Government to interfere in matters clearly and exclusively within the authorize of the Dominion Government; but should legislation be enacted by the Canadian Parliament in direct conflict with the interests of the Empire at large, then the Imperial authorities would have a right to disallow the legislation. But even in such a case the Imperial Government would not disallow Dominion legislation without first consulting with the Dominion Government. Our allegiance to Great Britain, it will thus be seen, is not burdensome, her does it smack of servility. There is no deputy John Bull, big stick in hand, stalling up and down this land seeking to dominate Parliament and Legislatures, nature faken and corporations, or the private and public conduct of the nonles. We are none the legislation of the nonless of the proper interests. d by the Parliament of Canada shall conduct of the British Empire, however, and subjects of the British Empire that we are, in a governmental sense, that we are, in a governmental sense, the freest and happiest people on this Continent. Some day undoubtedly Canada will become an independent nation, but there is not now any sentiment in this country looking to immediate independence. Rather Canada is now preparing to make the defence of the def

TO THE EDITOR OF THE SUNread with amusement, yet with disgust the communication from Samuel Thorn which you publish in your issue of July 28. He says that he is a native of New York but that his present place of residence is Al-berta. The way in which he traduces his native land in his ridiculous flabbergast about Canadian prowess shows that he is one of the unenviable class of mortals who Scott patriotically express living shall forfeit fair renown, and, dou which he sprung, unwept, unhonored, an

who, to quote another line, applied to cer tain Englishmen in Australia, "left thei ountry for their country's good. sides with the Canadians against his countrymen. There is a powerful lrish nationalist song called "The Anti-frish frishman." Mr. Thorn is an anti-Ameri-

can American. He refers "to certain bands of American was a criminal, so was George Washington as American Tories in the American Revo lution certainly believed. It is not so lo ago that one of the leading London weekles, in an article about the American Revolution, emphatically declared that the Fenians had far more cause to rebel against English oppression than had the Americans In 1778. As I recall it, Mr. Thorn misstates facts when he says that the Fenian were permitted by the American Government to violate the laws of nations. My recollection is that the American Government rendered most efficient aid in suppressing the Fenians were driven bed by the Canadian militia with great slaughter, but the Canadians did not have the guilt of blood on their hands, as the aforesaid Fenians ran themselves to death getting back to awell the Tammany vote it New York city." That's a beautiful Irish built, which leads to the presumption that Mr. Thornis an Irishman, but, to judge from his intolerance, of the Orangeman strips, which, if so, would explain why, even though born in New York, he does not take pride in his birthplace, since the Orangeman, after the fashion of the Sullivan-Gilbert class. "in spite of all temptations to belong to other nations, remains an Orangeman."

bands of negro burners and kindred benevo-lent institutions, is liable to be suspected of suffering from the heat by a certain class of Americans whose knowledge of the world at large would have to be searched for with a microscope and a diving bell."

Isn't he a very devil of a Thorn in our wicked side, shis happily transplanted New Yorker to his dearly beloved Canada! May he live and die there, and when his renegade soul passes away, may they fittingly wrap he live and die there, and when his resoul passes away, may they fitting! his corpse in the flag with "the mand beaver in it." And if the muse the flag of his native land as a wipe their shoes on, they may rest it will not make the anti-American Atturn in his coffin. Does he hate Tambitterly because it has always betterly betterly because it has always betterly betterly because it has always betterly because it has always betterly because it has always betterly betterly because it has always betterly betterly because it has always betterly betterly bec turn in his coffin. Doc bitterly because it patriotic a society? BROOKLYN, July 31.

The Facts of History.

TO THE EDITOR OF THE SUN—Sir: Again we are all suffering more or less from the heat, but when my Canadian friend has recovered from his relapse I would ask how it happened that "the Engish vestals and the Engish vestals are the Engish vestals and the Engish vestals are the Engish vestals and the Engish vestals are the Engish vestals are the Engish vestals and the Engish vestals are the Engish vestals and the Engish vestals are the Engish vestals and the Engish vestals are the Engish vestals are the Engish vestals and the Engish vestals are the E on Lake Erie at (why "at"?) the war of is."
were neither commanded nor manned by
Canadians" in view of the fact that of the Canadians" in view of the fact that of the quota of their crews classed as "seamen eighty out of 230, or more than one-third, were Canadians? If these Canadian seamen did not help to man the ships, what were they doing on board?

Also whether it is true that in 1874 the Canadian police "exceeded the Americas in efficiency" to such an extent that it be came necessary to call to the aid of the Canadian Department of Justice Mr. John Wilson Murray, who received his training in the United States Becret Service and who is still Chief of the Canadian secret colice?

MR. SMARTY THE AMERICAN.

SOUTHAMPTON, L. I., July 31.

A Lesson From Experience. TO THE EDITOR OF THE SUN-Sir: iled at three colleges. I have read much, worked at many things, have lived in many places, and have met all sorts of men me to the cor NEW YORK, July 31.

Problem of National and Personal Finance. To THE EDITOR OF THE SUN-Sir: Will the new s per cent. Panama bonds to subset one tax if one is imposed? If so, what have they to be sold in the United States where near par?

NEW YORK, July 31.